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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY East Germany

REPORT

SUBJECT Rail Shipments of Uranium Ore through Frankfurt/Oder and Procedures for Handling Uranium Shipments

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 THE APPRAISAL OF CONTENT IS TENTATIVE.  
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1. During the period 1 to 31 March 1953, the following uranium ore (Massee) transports were handled in the freight office of the Frankfurt/Oder railroad station and forwarded to Brest Litovsk:

a. Arrived in Frankfurt/Oder from Aue:

<u>Date of departure from Aue, March 1953</u>	<u>No. of freight cars</u>	<u>Loads: packed uranium ore (in tons)</u>
1	45	675
2	10	150
7	45	675
13	45	675
16	45	675
20	43	645
27	30	450
28	30	450

During the month of March 1953, 293 freight cars loaded with 4,395 tons of packed uranium ore reached Frankfurt/Oder from Aue.

b. Arrived in Frankfurt/Oder from Annaberg-Buchholz-Sued:

<u>Date of departure from Annaberg-Buchholz- Sued, March 1953</u>	<u>No. of freight cars</u>	<u>Loads: packed uranium ore (in tons)</u>
10	15	225
14	37	555
19	8	120
26	15	225
28	15	225

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c. Arrived in Frankfurt/Oder from Breitenbrunn:

<u>Date of departure</u> <u>from Breitenbrunn,</u> <u>March 1953</u>	<u>No. of</u> <u>freight cars</u>	<u>Loads: packed</u> <u>uranium ore (in tons)</u>
1	21	315
9	30	450
13	8	120
19	35	525
25	15	225

During March 1953, 109 freight cars loaded with 1,635 tons of packed uranium ore reached Frankfurt/Oder from Breitenbrunn.

2. During the period 1 to 30 April 1953, the following uranium ore transports were handled in the freight office of the Frankfurt/Oder railroad station and forwarded on to Brest-Litovsk:

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a. Arrived in Frankfurt/Oder from Aue:

<u>Date of departure</u> <u>from Aue. April 1953</u>	<u>No. of</u> <u>freight cars</u>	<u>Loads: packed</u> <u>uranium ore (in tons)</u>
1	45	675
7	45	675
11	45	675
17	45	675
22	45	675
28	42	630
29	45	675

During the month of April 1953, 312 freight cars loaded with 4,680 tons of packed uranium ore reached Frankfurt/Oder from Aue.

b. Arrived in Frankfurt/Oder from Annaberg-Bachholz:

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<u>Date of departure</u> <u>from Annaberg-Buchholz</u> <u>April 1953</u>	<u>No. of</u> <u>freight cars</u>	<u>Loads: packed</u> <u>uranium ore (in tons)</u>
4	25	375
10	29	435
13	5	75
21	24	360
28	35	553
30	12	180

During the month of April 1953, 130 freight cars loaded with 1,978 tons of packed uranium ore reached Frankfurt/Oder from Annaberg-Buchholz.

c. Arrived in Frankfurt/Oder from Breitenbrunn:

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<u>Date of departure</u> <u>from Breitenbrunn</u> <u>April 1953</u>	<u>No. of</u> <u>freight cars</u>	<u>Loads: packed</u> <u>uranium ore (in tons)</u>
3	20	305
9	16	250
13	40	600
21	21	315
27	10	155
30	30	505

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During the month of April 1953, 137 freight cars loaded with 2,130 tons of packed uranium ore reached Frankfurt/Oder from Breitenbrunn.

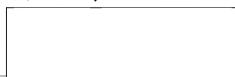
3. Handling of uranium ore trains at Frankfurt/Oder

- a. Special bills of lading are used for uranium ore consignments. They are of a type valid only for international freight traffic from East Germany to the USSR. These bills of lading are printed in German and Russian. They are accountable documents, and a strict check is kept not only on those used but also on blank forms. Every bill of lading which is incorrectly made out, or made out and not used, must be returned to the competent authority; these unused bills of lading are then forwarded to the nearest SCC office.
- b. Bills of lading which accompany trains to Frankfurt/Oder are collected each week, bundled up, and handed over to the Russian authorities at the frontier station of Frankfurt/Oder. If in exceptional circumstances, one is missing, the person to whom the loss is traced is held responsible. In most cases, even if his guilt is not proved, he is severely punished, possibly by demotion to a subordinate post, large "voluntary" contributions to the Korea fund, or even by dismissal.
- c. Because of bad dispatch arrangements in Aue,<sup>2</sup> shipments often arrive in Frankfurt/Oder without bills of lading or accompanying documents. In such cases, the O.C. of the escort party carries with him a note to that effect from the Russian office at the departure station. The Russians never let these notes out of their hands. When the bill of lading is missing, the Russian office at the Frankfurt station orders a substitute bill of lading to be made out.
- d. Transportation costs, shown on the bill of lading, are calculated from the station of origin to Frankfurt/Oder. From Frankfurt, the costs are calculated again for the journey across Poland to Brest-Litovsk. This is the task of a special clerk in Frankfurt/Oder.
- e. Payment of these transportation costs is made immediately by check on the consignor's bank.
- f. The stop in Frankfurt/Oder is only made for costing purposes.<sup>3</sup> A train of 45 loaded freight cars stays, on the average, four hours. The Russian office in Frankfurt/Oder demands the completed papers for the journey through Poland within two hours of the train's arrival. If two trains with a small number of cars arrive about the same time, they are joined to form one train for the journey through Poland. But the stop in Frankfurt/Oder must under no circumstances exceed six hours. If the second train arrives so late that it cannot be joined with the train already there, they travel as two separate trains. The decision to join two trains and the departure time of the train from Frankfurt is made in every case by the Russian office.
- g. During the time the train stops at Frankfurt/Oder, the escort party is forbidden to leave the train. It often happens, too, that the whole escort is relieved at Frankfurt by a new escort.
- h. There are very few car labels on uranium ore trains. Generally, only the first, the middle, and the last car are labelled. Trains which have ten or less cars are labelled only on the first and last. The same rule applies for the journey through Poland.

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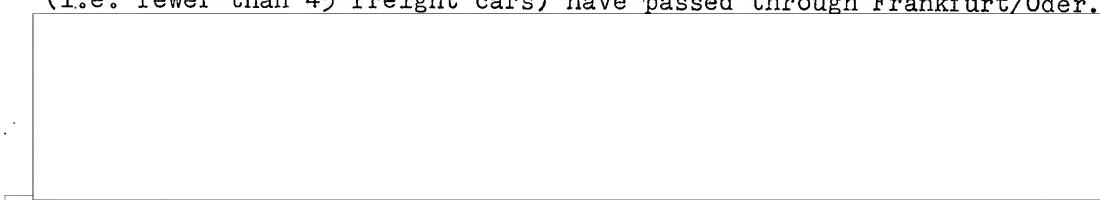
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1. [Redacted] Comment: It appears from the report that short trains (i.e. fewer than 45 freight cars) have passed through Frankfurt/Oder.



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2. [Redacted] Comment: It is not clear if Aue is mentioned as an example, or if [Redacted] some documentation is made in Aue for all uranium ore trains.

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3. [Redacted] Comment: This is considered to be an exaggeration.

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